OTTAWA POLICE SERVICE
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8th Feb 2022

Traffic / Tow Plan -Supplement

Section Traffic Services

2/8/2022

Writer Name Sgt 1688 Cairns

Operational Plan Approval

_____

Authorizing Authority Name and Rank

Date:_____

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Date:_____

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1.0 SITUATION

1.1 SITUATION

OPS will be removing heavy vehicles in an operation on a date to be confirmed. During this phase drivers will be given the opportunity to remove their vehicles voluntarily or police will have the vehicle removed and impounded. Should charges be laid against the driver of the vehicle, the vehicle could be in police possession until the conclusion of the case. The area of operation is outlined in the main Operation Plan.

The situation is likely to become quite volatile due to the proximity of other protestors.

1.2 Threat Assessment:

The threat assessment will be covered in the main Operational plan

2.0 MISSION

The mission relating specifically to the Traffic Unit is scene security in the outer perimeters and to ensure that the identified egress route for recovery vehicles is safe and secure and void of other traffic. Recovery vehicles will additionally be subject to police security.

2.1 Mission Objectives:

The Ottawa Police Service's Objectives for this Event are:

- maintain public order and preserve the peace;
- remain neutral where possible and facilitate the building of trust between police, participants and the community
- ensure the safety and security of the public and the emergency services personnel;
- minimize disruption for Ottawa residents, businesses and visitors;
- identify and assess threat and risk and develop contingency plans to mitigate where required;
- provide security commensurate to the threat level, and;
- enforce laws and investigate offences where warranted while respecting the democratic freedoms of thought, belief, opinion, expression and peaceful assembly.

3.0 EXECUTION

3.1 Area of Operations:

The area of operation is explained in detail on the main Operational Plan. Traffic involvement will extend these areas of operations to road closures to ensure the security and restrict vehicular access to the operational area. It will additionally extend to areas identified as staging areas once identified.

Traffic members will provide support for this operation in relation to highway security and supplementing officers engaged on road closures. They will additionally be responsible for the escorting of the recovered vehicles along a predetermined egress route to the relevant storage compound. Details of the determined routes are provided within the Tow Plan of this Operational Plan (yet to be confirmed).

3.3 Concept of Operations:

Containment /Road Closure Phase

The following road closures are currently in effect and are necessary during the containment and action phase.

Current Road Closures

The below closures are necessary and will be crewed by non-traffic personnel

LOCATION	FUNCTION	OFFICERS PRESENT	BARRIERS
Colonel By at Daly	No north bound traffic towards Rideau	1	Jersey Barrier blocking north bound
Sussex at George	Vehicles being blocked from exiting George onto Sussex	1	Wood
Wellington at MacKenzie	Prevent north bound traffic on MacKenzie	1	No
Wellington at MacKenzie	Prevent traffic west bound on Wellington	2	ARK system in place
Rideau /Dalhousie	Block West bound Traffic on Rideau	2	Wood/Pylons
Rideau/ William	Prevent traffic using pedestrian walkway	0	Concrete jersey barrier

Additional Closures

The below areas are necessary and can be facilitated

LOCATION	FUNCTION	OFFICERS REQUIRED	BARRIERS
Daly/Nicholas	No traffic to travel west on Daly	2	Suggested pylons and wood barriers
Dalhousie/Besserer	No traffic west bound on Besserer	2	Suggested pylons and wood barriers
Waller/Daly	No traffic west bound on Daly	2	Suggested pylons and wood barriers

Additional road closures will need to be identified once an established egress route (primary and secondary is identified and approved)

Towing Phase

Two Traffic vehicles will be required to escort each recovered vehicle to the pre-determined impound facility. A vehicle will be located at the front and one at the rear. They will only be return to the operational scene once the vehicle arrives at the secure impound facility. Emergency lighting will be used while escorting in the downtown core and throughout the escort to the impound area. Officers will be required to report any suspicious activity that they feel may be a threat or a possible interference to the escort.

An area of concern to the escort should the primary route be recommended, would be the current stationary demonstration vehicles at Nicholas and Laurier on the north bound side of the road facing north. Officers will need to be in that location to prevent vehicle and pedestrian interference.

Routes

Routes to the highway are yet to be determined. There is a huge reluctance for any qualified in the field of heavy vehicle recovery to assist police in determining suitable egress routes out of the operational area to the impound facility.

Impound Facilities

The identification of a suitable impound area(s) is still ongoing. Due to the reluctance in the private sector to assist police in the removal of these vehicles, police are having to explore the use of city owned

parking with suitable security to house numerous heavy trucks and trailers. City traffic personnel are currently looking at various alternatives.

Tow Companies

OPS over the past number of days has attempted to reach out to a number of private tow companies to assist in the removal of vehicles during this operation, all have declined to partake citing fear of their personal security, and loss of business after this demonstration is over .OC Transpo was approached in regard to providing suitable recovery vehicles and have stated that the union representing drivers have discouraged their drivers to get involved in any form of recovery to assist the police. All options from a private and public level have failed to address the problem of obtaining a suitable tow.

Recommendation

It is recommended that OPS now enact what is required to get the military involved to provide suitable towing for the vehicles. It is understood that an Act of Parliament may have to be invoked to allow this action to happen.

With that recommendation it is requested that the military be requested to provide a suitable experienced recovery mechanic to assist police in identifying suitable recovery routes for vehicles that maybe employed by the military in this role.

View letter at Appendix A

3.5 Roles and Responsibilities:

Incident Commander:

As per main Operational Plan

Site Commander

As per main operational plan

Traffic Services

Reporting to the Support Services Branch Director Traffic Services officers will:

- provide traffic support as directed to ensure the orderly movement of traffic and pedestrians in the operational area;
- establish traffic road closures;
- communicate with the Traffic Services representative in the NCRCC (If applicable),

Traffic Supervisor

- A Traffic NCO will be on scene in the operational area to coordinate the road closures and the recovery movements of the vehicle.

3.6 Taskings:

Specific tasking will be identified once a tow route and suitable impound facility has been identified.

4.0 ADMINISTRATION

4.1 Ottawa Police Service Staffing Requirements

Staffing requirements will have to be identified once routes have been identified.

4.3 Duty Schedule:

To be ascertained

APPENDIX A

From: Charles Davies <daviescrd@gmail.com>
Sent: Tuesday, February 8, 2022 2:23 PM
To: Leiper, Jeff <Jeff.Leiper@ottawa.ca>
Cc: Pechloff, Tom <tom.pechloff@ottawa.ca>
Subject: Some Thoughts for the OPS

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Jeff:

Would it be possible for your office to forward this to someone fairly senior in the OPS? I'd rather it not get lost in routine traffic.

The comments below offer a few ideas the OPS may or may not be thinking about in their ongoing efforts to deal with the occupation downtown.

By way of introduction, I am a retired senior Army Logistics officer. Among other appointments I was the Director of Land Service Support, responsible for Army support capabilities like logistics and equipment maintenance. I also served as head of the CAF's Logistics Branch (now Royal Canadian Logistics Service) for three years.

I understand the OPS is working on strategies for having the heavy trucks removed from downtown, hopefully voluntarily by their drivers, but if that is not completely successful I thought you might find it helpful to be aware of a few CAF capabilities that could be called upon for a "Plan C" option. If you already know about these, I apologize for taking up your time.

The CAF has a quite large number of very competent drivers/heavy equipment operators (called Mobile Support Equipment Operators, or MSE Ops), including many qualified to operate tractor-trailers.

It also has a good number of vehicle mechanics (Vehicle Techs) capable of repairing or maintaining almost any kind of vehicle. I do not know what would be involved in getting a commercial tractor-trailer cab started and drivable without the key, but if it can be done these technicians can do it. Most will also be qualified to drive them.

The CAF also has a fleet of tracked Armoured Recovery Vehicles (ARVs) with 30-ton cranes. these are designed to retrieve or do in-situ repairs of tanks and other heavy systems. One ARV can easily tow a tractor-trailer cab away if the brakes aren't locked (possibly even if they are). Alternatively, two of them should be able to lift it up (one at the back and one at the front) high enough to enable a wheeled heavy equipment trailer (which the CAF also have, with tractors) to back up underneath. It can then be lashed down and hauled away. The CAF also has lighter wheeled recovery vehicles that may also be capable of towing a tractor-trailer cab.

Offered for your awareness. The staff of the Canadian Joint Operations Command Headquarters in Ottawa or Joint Task Force Central in Toronto can provide greater detail and more current information on these and other capabilities if needed. Hopefully, you will not need to call on the CAF at all.

Sincere thanks to the OPS for your ongoing dedicated efforts on behalf of the citizens of Ottawa under these extraordinarily difficult conditions.

Charles Davies

daviescrd@gmail.com